

Minnesota Transportation Museum



MINNEGAZETTE

November/December 1986

MTM Needs Historians

All of us record the events of our work and lives. Some whose pen scratchings survive long enough provide grist for family trees, scholars, historical novels and even our kids' text books. The significance of these papers rarely occurs to us who originate them or who for some reason hold onto them just a little longer.

From a mountain of old papers - dirty, disorganized and dull - **Russ Olson** prepared his definitive history of Minnesota street railways. He and **Bob Schumacher**, **Paul Joyce**, **Ken Fletcher**, **Barney Olsen**, **Bill Olsen**, **Joel Hutchinson** and **Wayne Olsen** and others scavenged this trove from musty basements slated for demolition, and then spent a decade digesting it into a coherent story.

We call them historians, people who for the most part are not cap and gown types and for whom it is an avocation. They are ordinary people who pay attention to change and who feel the need to draw others' attention to it. Their work is important to the intellectual life of the community, and more immediately to the work of organizations like MTM.

We have no yellow pages listing, but our phone numbers seem to be known far and wide. Whether preparing to demolish the Lake Street Bridge, dig into a mysterious conduit under Hennepin Avenue, or simply to satisfy a long standing curiosity, they finally call us. Usually they get the answer they need from

our members who are willing to share their knowledge.

The **Minnegazette** has an insatiable appetite for historical research as well as current information that is the raw material of history. Making it an interesting magazine depends more on the work of amateur historians than on the Editor. More than one editor has chewed up a bottle of Digel while searching for interesting, useful copy to fill 20 or so empty pages every six weeks. The information is out there. Gathering it and writing stories takes volunteer power.

MTM needs to systematize our historical research. Doing that is easier and more fun when done by a group. We need an historical committee lead by an official Museum historian to identify significant topics, conduct research and organize information into useable form. We need such a group to advise us on acquisition, disposition and restoration of our equipment and artifacts. They could be of invaluable help in planning exhibits for **Jackson Street Roundhouse**. Last but surely not least, they would provide information, guidance and copy for MTM's publications.

The Museum's purpose is historic preservation and interpretation. We have a penchant for pursuing many goals, sometimes at the expense of this purpose. An historical committee could help to establish central themes on which the Museum should concentrate and thus be a key to effective long range planning.

Minnegazette Announces Sweepstakes Winners

The **Minnegazette** announced a contest last year offering fame and fortune to contributors of outstanding photography for these pages. The contest drew some exciting entries both in photography and journalism. Contrary to rumors, the editorial staff has not forgotten our commitment and takes great pleasure in announcing the winners.

Railroad Photography

Bob Ball for his pictures of North Western and MTM special trains. First Runner-Up to **Joe Elliott** for his candid action shots and to **Aaron Isaacs** for making Joe's work and his own available to the **Minnegazette**.

Traction Photography

Aaron Isaacs for his discovery of step ladder photography and his steady flow of Como-Harriet action shots.

Best Feature Article

Mitch Cline and **Greg Koon** for their illustrated story on the "Twin Cities Zephyrs" (September/October, 1985.) Tied for first place are **Duncan Moffitt** for his illustrated Neward Subway Story (July/August, 1985) and **Bruce Jaeger** for his "Trains Through The Campus" article (January/February, 1986.)

Best Regular Contributor

Steve Glischinski for his column "Observations" appearing regularly the

past two years. First Runner-Up to **Bill Marshall** for his recollections of a North Western junior telegrapher.

As promised, the winners will receive no cash, new homes, vacation trips or television spots with Ed McMahon. Each, however, here is awarded an official pat on the back with oak leaf clusters. Warmest thanks from the Editor and readers to each contestant and winner. Your work has enriched our magazine.

The contest will continue, and new winners will be announced at this time next year. Don't be shy. You will not win a three-month vacation in Gambia or a lifetime subscription to **National Enquirer**.

Next Membership Meeting

The next general membership meeting will be held **Tuesday, January 23, 1987, 7:30 p.m.**, at the **Metropolitan Transit Commission** offices, 560 6th Avenue North, Minneapolis. A tour of the new **Fred T Heywood Service Garage** will follow the meeting.

About The Cover

Profile and number say F unit, and the vapors say winter. The Milwaukee Road's "**Hiawatha**" was in her last months in 1971 at the bumper post in the Milwaukee Depot trainshed, Minneapolis. **Joe Elliott Photo Courtesy of Aaron Isaacs.**



Published bi-monthly for members in good standing of the Minnesota Transportation Museum, Inc.

Articles and photos of museum interest are always welcome and will be returned upon request.

Please address all communications to the editor,

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City of Minneapolis water filtration plant car (McGuire-Cummings, 1917) hauled passengers along Reservoir Boulevard. On May 17, 1951, flatcar of chlorine cylinders was bound for Soo Line interchange at 37th & Central Avenue. Herman Rinke Collection Courtesy of Russell L Olson.

our ability to control. 1987 can be a better year if we have a capable, smoothly-functioning and motivated Board. A great deal of planning is needed this winter in order for us to hit the ground running when the snow melts. I hope each and every one of you will continue your support and participation in MTM next year.

Eugene Corbey
President

Minnegazette Deadline

Please send articles and photos for the January/February 1987 **Minnegazette** to the Editor no later than January 15, 1987.

Board Of Directors

The Board took the following actions at its regular meeting on October 21, 1986:

1. Authorized the President to retain a real estate appraiser to estimate the value of property at Duluth Junction, Grant Township, proposed for conveyance to the **Minnesota Department of Natural Resource**.

2. Appointed **Frank Sandberg** to represent the Museum at the 1986 **Tourist Railway Association** convention held at the **Texas State Railroad Museum**.

3. Placed on the agenda of the following Board meeting a By-Law revision eliminating the VP-Public Relations position, and substituting for it an additional Director At Large position.

4. Authorized increasing the Museum's loan from **Mellon Bank** to repair sections of roof at **Jackson Street Roundhouse**.

The Board took the following actions at its regular meeting on November 18, 1986:

1. Commended Treasurer **Russell L Olson** for his excellent service as the Museum's chief financial officer.

2. Revised the By-Laws to eliminate the position of VP-Public Relation, and to substitute for it one additional Director At Large.

3. Authorized negotiation of a crossing agreement requested by a Stillwater Township property owner, providing that the new crossing will not impede MTM's use of the Summit Siding.

4. Laid over to the new Board consideration of an organizational structure for **Jackson Street Roundhouse**.

5. Placed on the agenda of the next meeting a By-Laws amendment establishing the status of lifetime membership in the Museum.

6. By telephone polling of Board members prior to the meeting, approved purchase for \$2,000 from **Burlington Northern** of an Electro-Motive NW2 diesel switch engine, ex-LST&T No. 101.

President's Message

Fall is the time to prepare for the Museum's annual meeting at which new officers and a nominating committee are elected. MTM's incorporation document makes the Board of Directors fully responsible for managing the organization during the year. However, it makes each paid up member responsible for electing the Board at the annual meeting. By their votes, members heavily influence the character and quality of MTM's activities each November.

We have wrestled with big problems this year, several of which are beyond

Letters

How Safe Tightlock Couplers?

Car coupling mechanisms known as "tightlocks" became standard on passenger trains in the 1960's, and in the 1970's mandatory for certain freight cars carrying hazardous materials. They provide an additional post and pocket that prevents the usual coupling knuckle from sliding up and down on uneven track and in the event of a derailment.

"Tightlocks" keep cars positively coupled together in most circumstances, and are thought to improve safety by (1) preventing cars from "telescoping" in a collision where uncoupling under impact might allow the end sill of one car to override that of the adjacent car, and (2) reducing the possibility that derailed cars might overturn and thereby collide with the ends or sides of adjacent cars.

In a sudden derailment at speed, however, the engineer can be thrown about the engine cab so that he or she cannot quickly set the brakes. In that event, the train slows as it bumps and grinds along the ties and roadbed. If the derailed engine uncouples from its train in the course of this, it may jackknife and leave part or all of its train upright on the roadbed. With tightlock couplings



Chicago & North Western Train 99 westbound at "Paul's Tree" near Franklin, MN, about 1980. Scott Sherman Photo.

ensuring that the engine and train remain coupled, however, the engine may drag the train into the ditch or down an embankment, thereby increasing the chance of injuries and damaged equipment.

Two passenger train derailments illustrate how couplings may play a significant part:

1. AMTRAK Train 8, the "Empire builder," at Fall River, WI, on October 8, 1986, which caused one fatality, 38 injuries and major damage to engines and cars.

2. Chicago & North Western Train 502, the "Viking," at Crystal Lake, IL, in March, 1938, which caused one fatality, one minor injury, and major damage to the engine but only minor damage to the cars.

Both passenger trains were traveling at high speed and derailed at facing point cross-overs which the rules restricted to 10 mph. AMTRAK had tight lock couplers, while CNW 502 did not.

The AMTRAK engine dragged its train down the embankment. Couplers eventually broke, but not before the

lead cars jackknifed and some overturned. The CNW engine, No 2908 (*Minnegazette*, July/Aug '85, page 15) also plunged down a 15 foot embankment but uncoupled from its train which remained upright on the track bed.

Of course, two isolated instances do not prove a point, but they raise the question for me whether tightlock couplers between the engine and train, may not actually add to the hazards of high speed derailments.

Bill Marshall, P.E.

MinnVal Has Local Following

The Fairfax, MN, depot (*Minnegazette*, Sept/Oct '85) recently was placed on the **National Register Of Historic Places**. The City of Fairfax has plans to renovate it as a tourist attraction and museum with work that will include a new roof. The building will appear as it did just before World War II when four M&StL passenger trains stopped there daily. They were called "Dakota Limited" and "Watertown Express."

The photo caption at the top of page 16 of the last issue is in error. The location is near Franklin, one of my favorite picture-taking locations. At one time there were many trees and bushes growing along the M&StL line between Fairfax and Franklin. The railroad cleared all of them out, but when they came to this tree, section foreman **Paul Mummie** wanted it saved. He said it is half way between the two towns and a good place for his track crew to eat lunch in the shade. Paul promised to remove any limbs on his own time that might fall on the track.

The tree was saved more as a joke on Paul, and became known as "Paul's tree" or "Lone tree." Paul no longer is around so looking after it now is up to me. I know where there is a 1910 track speeder left behind by the M&StL which I want to place under it. It still is a good lunch spot for **Minnesota Valley** track gangs.

The kaolin traffic has shut down for the year since Mason City has enough to last til February, 1987. Another kaolin mine is to open next spring near the present one. The new mine is for Lehigh



Cenent, and rumor has it that MNVA will acquire two more locomotives for this traffic.

The **Great Northern** had planned to extend their Hutchinson line, completed in 1886, to Redwood Falls and Marshall. GN actually acquired right of way in the late 1870's across sections of Sibley and Renville Counties. The **Renville County Museum** in Morton has the survey for this line which never was built.

Scott Sherman
Franklin, MN

Restaurant Review

Minnetonka Zephyr Makes The Grade

This may be the first restaurant review to appear in the **Minnegazette** ever, but then the Twin Cities had no dinner train til now.

The **Minnetonka Zephyr** started service in September. The rails, locomotives and train crew are supplied by **Dakota Rail**, new owner of the 44-mile ex-GN **Hutchinson Branch**. **Joel Essig**, former owner of the Surfside Restaurant on Lake Minnetonka, now operates Minnetonka Zephyr, Inc. His operation is based at the Spring Park Depot where all food is prepared. No actual cooking is done on the train.

I tried out the Zephyr on a recent Sunday evening. Passengers are encouraged to board as early as 6:30 p.m. for a 7:30

departure and a trip lasting until 10:30. Maybe I'm impatient, but three and one-half hours is a little long for dinner. It's best to be part of a foursome whom you can trust for plenty of good conversation. You'll also want to spend some time before or after dinner in the bar, which on the Zephyr means the upstairs of both dome cars and the round end of the ex-Chessapeake & Ohio dome-observation car. Full bar service is available.

Dinner is timed to take most of the trip, so there is plenty of time between courses. Small assorted canapes, soft breaksticks and a green salad come first. All were fresh and pleasant if unremarkable. Wild rice soup followed, flavorful but nearly oatmeal thick. Entrees ordered in advance are limited to prime rib, swordfish and chicken kiev. Simple dishes that hold up well while kept warm on the train are an unavoidable necessity.

Essig says that the menu will change every three months to satisfy the relatively infrequent rate of repeat business. The Zephyr strives not for haute cuisine on the order of La Tortue or 510 Groveland. Rather it serves standard summer club fare in an atmosphere of Forties nostalgia. The staff is semi-formal in black and white. Service is very friendly and attentive. Big band standards and hits of the era play softly over the PA system, providing an appropriate and effective background for the evening. I recall hearing lots of Frank Sinatra.

The equipment restoration will dismay the purists slightly. The colors are much stronger than the originals, which

tended toward institutional green and tan pastels. The small print floral wallpaper never would have appeared back then, but quibbles aside, the equipment is clean and in good repair.

The Hutch branch is no speedway. Century-old 60 pound rail holds the speed to 5 mph, and some low joints must be negotiated dead slow. There is not much to see after dark. If you want scenery, try the Sunday lunch run leaving at 12:30 p.m. or hold off til next summer.

Is the Zephyr a success? I think so. Essig says that 80 passengers is the break even point, and they have been averaging about 200 per trip. More subjectively, my non-railfan companions had a great time and want to go again. The other passengers seemed to be enjoying themselves, and I encountered some serious partying in one of the domes. Send in your reservation and dress up for a trip back in time.

Aaron Isaacs

MTM Shows Off Accomplishments

The Museum organized a tour of all facilities on October 11 for the **Jackson Street Advisory Board** and potential donors. Organized by **Art Pew** and **Gene Corbey**, the group met at the Sheraton Midway Hotel for an orientation and slide show. The chartered bus tour filled the rest of the day.

The group toured **Jackson Street Roundhouse** and restoration work at the **Minnesota Transfer Roundhouse** before moving to the **Como-Harriet Streetcar Line** for lunch and a ride. Cold, pelting rain had begun, for which heaters in the car barn and aboard Car 1300 provided welcome relief. The bus then took the group to Stillwater for a cab ride over our line aboard an **Anderesen Corporation** switch engine. The group arrived back at the hotel at 4:30 p.m. Museum veterans admitted that our empire is larger than we sometimes think.

The tour required much volunteer power from each Museum division, and proceeded virtually without problems. A similar tour is planned for the Spring.





In 1972, Burlington Northern's way freight to Stillwater hits 35 mph one mile east of Duluth Junction where Saw Mill Golf Club now stands. BN donated this line to MTM in 1983. Joe Elliott Photo Courtesy of Aaron Isaacs.

Stillwater Report

Thanks and accolades to **Orville Richter, Bill Campion, Art Pew, Ward Gilkerson, Tom Dethmers, Larry Schulte** and all other members who gave their time, muscles and resources to the track program at Stillwater in 1986. Piles of ties and rock went into our track this year on the big hill east of Oak Glen. Those who have not had the chance to ride our railroad often may not fully understand how big the improvements are. Those who know the

line tie by tie, however, grin a little at how trains pass over the sections they have worked.

Special thanks also to **Lowell Satterback** and **Andersen Corporation** for offering the use of their locomotives this year. We were able to take advantage of their generosity on only two occasions, but their support and encouragement was a great morale booster.

Finally, I want to encourage all members to volunteer again in 1987 to help keep the program at Stillwater moving

ahead. With paper-thin funding, the work cannot be done without many volunteers. The new vice president and those who spearheaded activity over the past three years need and deserve your help, encouragement, smiling face, willing hands and strong backs. Remember that there is no better treatment for that late winter spare tire many accumulate than a couple of relaxing, free tone-up sessions on the track gang.

Bill Graham
1986 VP - Stillwater Division



L-R: Grant Arneson, Kyle Kriessel, Tom Dethmers, Rodney Kriessel, Orville Richter, Larry Schulte and Dave Kettering raise sagging MTM track along Hwy 95, Stillwater, June 14, 1986. Chuck Eichorn Photo.



Last Double Slip Switches in Minnesota?

These mind-bending fabrications permit four possible movements between two intersecting tracks. They were a fixture around big passenger terminals, and quietly disappeared around the country along with the passenger train. Both the St Paul Union Depot and GN Station in Minneapolis had several.

One day last summer, **John Diers** and I took a walking tour of the **Milwaukee Road's** Hiawatha branch that ends at the **Minnehaha Depot** in Minneapolis. The branch basically is a four to six track yard serving several grain elevators and mills south of Lake Street along Hiawatha Avenue. A lumber yard is the

only remaining shipper south of 46th Street. Traffic has shrunk but still is enough to require daily switching.

At 35th Street we stumbled across them, two double slip switches, hand thrown no less. They are a little beaten up like the rest of the track, but clearly still in use.

Aaron Isaacs



Railroad Report

I want to thank all those who helped both on the trains and in the roundhouses. We ran a train at New Brighton Stockyard Days, Stillwater Lumberjack Days, the picnic train and two weekends at Hutchinson, MN. This year's operation at Stillwater was the largest attendance yet. Thanks to **Orville Richter** and his track crew who have worked long and hard to maintain our Stillwater line.

NP 328 has not been steamed up this year. New boiler tubes were installed by **Moorhead Machinery & Boiler Company**. The work is nearly completed, and 328 will run next year.

We had trouble finding parts for the diesel engine in doodlebug car 9735, and much of the summer was lost in looking for them. The engine now is back together and will be tested soon. The broken drawbar pocket will be welded back into position, after which the power truck can be remounted and the car can be tested. The doodlebug and one Rock Island coach will be run at Stillwater next summer, schedule to be determined.

Dakota Rail and the **City of Hutchinson** have offered MTM's **Railroad Division** a chance to operate on Dakota Rail's line at Hutchinson throughout next summer and maybe a permanent operating site. Dakota Rail has 44 miles of track from Wayzata to Hutchinson that could be used. The proposal was presented to the Museum Board on November 18 by a representative of the Hutchinson Chamber and the owner of Dakota Rail.

We cannot run on mainlines with the insurance problem. If we want some income, we should look at running somewhere other than Stillwater, since they will have their own operation and income.

We will be working on some cars this winter depending on money. The Museum now has an NW2 diesel, LST&T No 101. Thanks to all the railroads who helped us in some way this year, especially to Dakota Rail for the use of their diesel and depot for two weekends. Operations are being checked out for next year.

Bernie Braun
1986 VP - Railroad Division

Hutchinson "Builder" Marks Milestones

Dakota Rail, the **Hutchinson Chamber of Commerce** and **MTM** jointly sponsored public rail excursions at Hutchinson on October 18-19 and 25-26. The train included three cars of our "mini-Empire Builder" and NP Combine 1102 pulled by a DAR diesel switch engine. The event marked a century since the first Manitoba Road train arrived Hutchinson.



Where Luce Line motorcars once trod, special passes Hutchinson Municipal power plant behind Dakota Rail SW 1200. Bill Graham Photos.

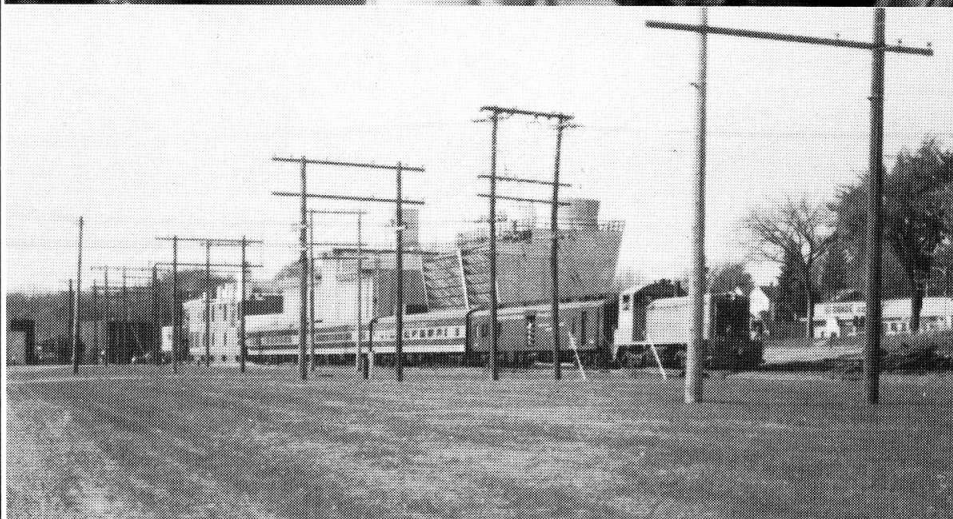


MTM/Dakota Rail Special loads at Hutchinson, MN depot, October 19, 1986.



The trains ran east from Dakota Rail's downtown depot over former GN track-
age to the east edge of town. Reversing
direction at the new grain terminal ele-
vator, the train turned north onto a new
connecting track before turning west
onto the old Luce Line/Minnesota West-
ern route. Proceeding back toward
town, the operation turned back at the
local Hardee's fast food emporium, only
two blocks from the starting point. Luce
Line track actually extends about a mile
beyond Hardee's to serve two other in-
dustries. The tamper had not worked it
as yet, and it was judged unfit to carry
excursion trains. Horseback desperados
greeted each train, only to be driven off
by the sheriff's posse. The round trip
took about one hour.

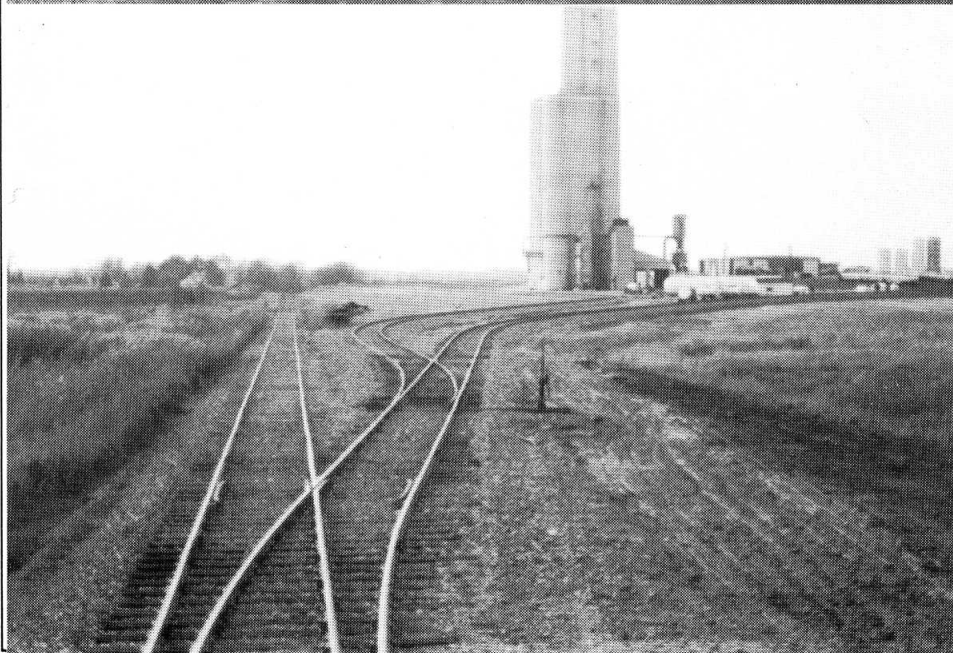
Inspiration for the event came from
Larry Graf, a railbuff and owner of



**Hutchinsonians sample ambience of
MTM's "Mini-Builder."**

**Hutchinson special passes municipal
power plant on Luce Line track that
looks like the interurban line it was
intended to be.**

**Dakota Rail' ex-GN line heads for
Hutchinson left, where new elevator
siding and new Luce Line connecting
track diverge to right.**



KDUZ Radio in Hutchinson. Working
through the Chamber of Commerce,
Larry obtained cooperation from Da-
kota Rail and organized publicity and
ticket sales.

The event was timed to marked the
opening of the new rail connection in-
tended to serve Hutchinson industries
left stranded by Chicago & North West-
ern abandonment about 1980. A ribbon
was cut for the new connection on Sun-
day afternoon, presided over by City
and shipper representatives. The new
line is about a half mile long and built to
high standards.

With the new connection this Fall, Da-
kota Rail has cut brush, replaced
hundreds of ties and tamped much of
the Luce Line trackage. The train ride
revealed a respectable number of local
industries long out of the habit of rail
shipping, whom Dakota Rail's market-
ing efforts will target this winter.

The weekend saw the first warm, dry weather in over a month. With most of the corn and soybean crop still in the fields, many farmers preferred a ride in their own combines to MTM's train. A "Harvest Moon Special" on Friday evening carried about 75 invited guests, and Saturday attendance was light. Sunday afternoon trips were sold out, however. Over 700 rode the trains the first weekend, sufficient to initiate conversation about a repeat event in 1987.

Although train operations have been sparse this year, MTM car attendants and crews turned out and performed in their usual outstanding fashion. Many McLeod County residents taking their first train ride remarked on the A-11 parlor car and the open windows, baggage doors and railway post office in Combine 1102. Thanks to MTM'ers, Dakota Rail and the Hutchinson Chamber of Commerce for making the event possible.

Greg Koon and Bernie Braun eye crossing from GN A-11's platform on former Luce Line trackage, Hutchinson.

No 28

Tracing of original numerals, silver on black over custard yellow background, found in vestibule. Two other paint schemes with different style insignia covered them.

MTM Get A Switch Engine

The Museum has purchased the former **Lake Superior Terminal and Transfer Company** diesel switch engine No 101. The NW2 unit built in 1954 was bad-ordered and retired by **Burlington Northern** and offered for sale at \$2,000. The unit has been moved to the **Minnesota Transfer Roundhouse**. Preliminary inspection revealed a cracked cylinder liner and other mechanical problems. Work will proceed on the unit over the winter to make it serviceable by Spring.



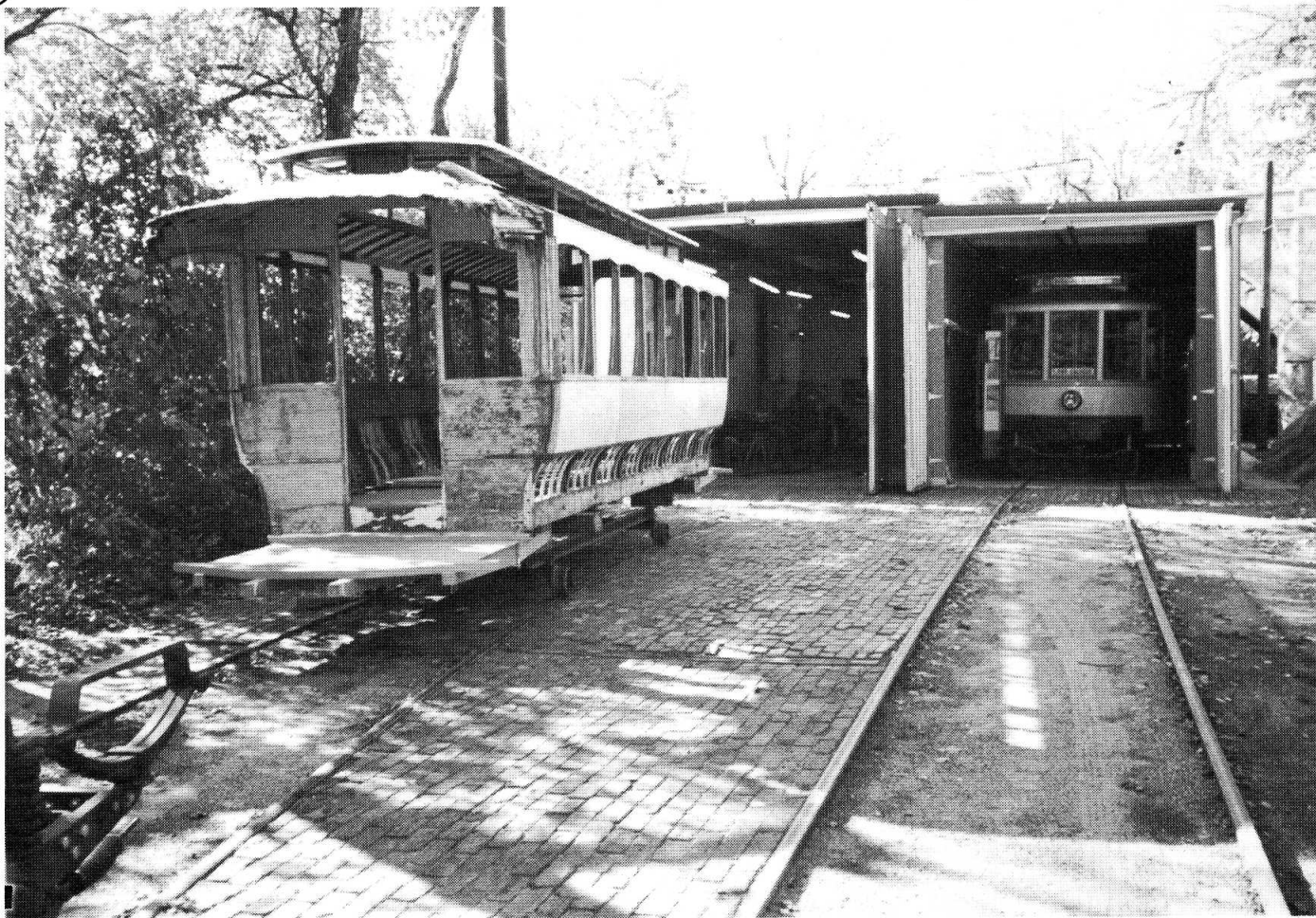
Museum engine 328 crosses Minnesota River swing bridge of former Minneapolis, Northfield & Southern at Savage, MN, September 29, 1984. Excursion was for Carlton College homecoming game. MN&S was severed when bridge closed in 1986, though 328 is expected to run in 1987. Paul Settergren Photo.



Northern Pacific abandoned its Wyoming to Taylors Falls, MN, branch on June 30, 1948. Ten Wheeler 328 here handles the funeral train. Engine became one of region's most photographed steamers as MTM's excursion power in the 1980's. Minneapolis Star Photo Courtesy of Minnesota Historical Society and Aaron Isaacs.



Museum's Dan Patch No 100 leads ex-NP caboose 1631 and ex-Rock Island coach at New Brighton Stockyard Days, June, 1986. Bob Ball Photo.



DSR 78 takes the sun on Linden Hills siding as Car 1300 looks skeptically from ready shed, October 13, 1986.

Traction Report

Ridership Is Why We Do It

"What are your signs of spring?" is a question members often ask when the snow finally melts and the grass begins turning green. For us MTM "trolley jolies," the answers may include the smell of lilacs and honeysuckle in the Lake Harriet glen, a rusty ribbon of rail turning silver and thoughts of how many passengers we will carry in the coming year. For now, though, like the fallen leaves, our silver ribbons have their rusty Fall color, and snow covers the right of way. Fall is the time to count streetcar riders.

From about eight years of record-keeping, I have found that ridership can be gaged by the weather and publicity we receive. This June's total of 10,356 regular passengers was the best since 1980, and obviously was aided by the



Ted Kane and Larry Schreiber install new frame member in Car 78 motor truck, February, 1986. Mike Buck Photo.



Dave Voss and Paul Glorde trim overhead poles through CHSL archery range curve, Minneapolis, October 18, 1986. George Isaacs Photo.

opening of the new bandstand. The 1,720 carried on June 29 was our best two-car operation on record, and one of our best operations ever.

It takes great weekends to reach a seasonal total over 40,000. Of the fourteen weekends this year from May 31 to August 31, nine Saturday/Sunday com-

binations broke 1,000 riders, ranging from 1,061 for the weekend of May 31 to 2,336 for the bandstand opener on June 28/29.

Weather also was with us in 1986. Our heavy rains seemed to end by our 6:30 p.m. weekday starting time. We had only about five days over 90 degrees, when not even a band concert lures people from their air-conditioners. September, however, saw one total rain-out, another weekend with only 300 riders, and a monthly total of only 1,766 after Labor Day. October also had one rain-out, five days under 200 riders, and two days under 100 riders.

In all, we had a very good year. Our on board surveys showed many first-time riders whom we hope will return in 1987. We will need the help of our faithful track, wire and operating crews, some good publicity, good weather and a good concert season to make 1987 another very good, perhaps a great year.

John Prestholdt

CHSL Statistics Superintendant

Good Year For Grunt Gang

I hope you have noticed that things are looking better and running smoother at the Lake Harriet Streetcar Line. We may not have the longest museum car line in the country, but in my opinion we have one of the best maintained.

The flowers and shrubs planted around our boarding areas by **Carl**,

Mary and Bonnie Jones have made them more pleasant and inviting. The planter on top of the CHSL sign is a wonderful addition. Our "mow, cut and blow" crew have kept the grass mowed, weeds cut and the platforms neat and clean. Thanks to **Mike Buck, Roy Harvey, Gene Hickey, Duane Hassig** and others for their fine work.

The wire crew of **Bill Cordes, Mike Miller, Lyle Vogt** and others from time to time kept improving the overhead wire and guying poles, and cut brush along the right of way. Visibility has improved around the intersection of 42nd and Queen by removing undergrowth from that area. Removal of brush and small saplings also have improved visibility markedly through the "S" curve.

Then there is the track. Besides raising a half dozen rail joints and replacing ties, the track crew installed about 30 "dutchmen" at wide rail joints. These are thin sections of rail inserted to fill extra space between rail sections not taken up by heat expansion. Inserting them requires disassembly and reassembly of the joint, and makes for a smoother ride.

Special thanks to **Larry Dunwoody**, welding department foreman with **Onan Corporation**. Larry is not new to MTM, having welded up the frame for our gas-electric power unit back in 1971 and built up worn copper contactors in the controllers of our two cars. This year Larry put in two days building up 50 pairs of rail ends using manganese-steel welding rod. He also has done some welding and related work on the motor truck for Car 78, and promises us fur-

CHSL Ridership Summary

(Includes Charter Passengers. Totals derived from conductors' on board head counts.)

YEAR	Mar/Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	TO-TAL
1971					3,693	10,681	4,644		19,018
1972		5,631	13,015	15,083	3,563	5,155	1,826		44,273
1973		3,540	9,970	14,042	7,737	7,037	2,071		44,397
1974		5,087	11,496	11,703	9,117	4,428	590		42,421
1975		4,208	7,692	11,190	10,599	2,288	2,117	432	38,526
1976		3,888	10,717	12,271	10,250	3,405	1,388		41,919
1977	461	4,711	12,320	15,548	11,854	4,819	2,081		51,794
1978	150	3,396	8,839	12,533	8,003	4,040	1,873		38,834
1979		3,557	10,206	18,014	10,310	8,605	609		51,301
1980	314	7,290	11,879	15,173	10,994	3,787		1,728	51,315
1981	1,479	5,834	9,642	14,504	13,007	5,334	1,247		51,047
1982	12	4,448	10,805	14,614	11,838	4,282		2,243	48,242
1983	50	2,724	9,432	13,796	10,249	4,021	2,038		42,310
1984		4,063	8,278	14,112	9,109	3,189			39,751
1985		3,498	11,273	12,491	9,041	3,166	815		40,234
1986		3,629	11,412	13,810	12,953	2,748	1,491		46,093
16-Year Total Streetcar Riders									691,475

ther help in the future after he retires.

Special thanks also to **Dave Voss** and **Bill Gloede**, employees of **Northern States Power Company** who trimmed trees for NSP in their early years. Using an bucket truck graciously loaned by NSP, Bill and Dave cut the excessive height from 28 of our overhead support poles. In addition, they trimmed away at high tree branches that have interfered with our overhead electrification. Their work greatly enhances the appearance of our line through the archery range area.

The following people were scheduled for a maximum of two track work sessions during the season. Their responses were excellent, and they deserve a special round of thanks.

Earle Anderson	Mary Jones
Keith Anderson	Corbin Kidder
Dave Boone	Bob Kruse
Bill Buhmann	Dwight Larson
Bill Cordes	Dave Lankinen
Harold Dalland	Larry Ludford
W L Deming	Loren Martin
John Dewitt	Mike Miller
Blair Dollery	Gary Neunsinger
Dave Ferch	Jim Otto
Steve Glischinski	John Prestholdt
Roy Harvey	Bob Schumacher
Scott Heiderich	Walt Strobel
Carl Hendrickson	Lyle Vogt
Dale Hromadko	Scott Wardrope
Doug Hultgren	Terry Warner
Karl Jones	

When the CHSL questionnaire comes around next year, please volunteer for the "grunt gang." It's fun.

George K Isaacs

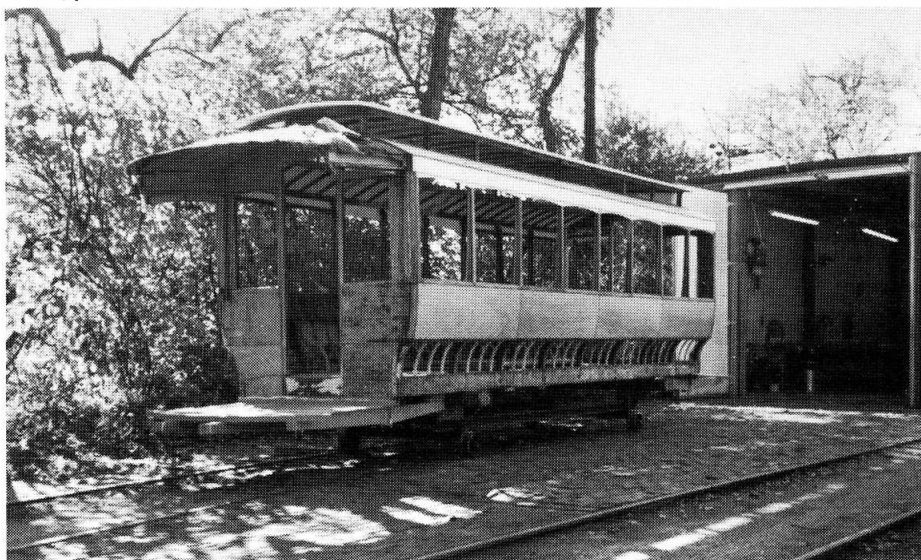
Roadmaster, CHSL



Loren Martin forms new oak roof ribs for Car 78. Mike Buck Photo.



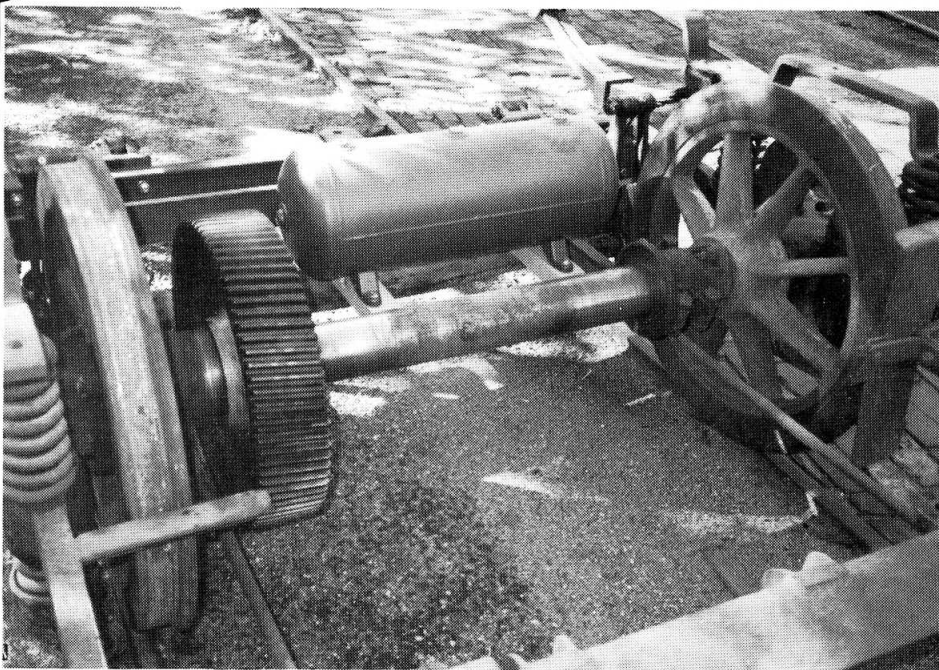
Joel Hutchinson surveys body of DSR Car 78 resting in dismal desolation in Duluth, 1971, prior to acquisition by MTM. False roof saved car. George K Isaacs Photo.



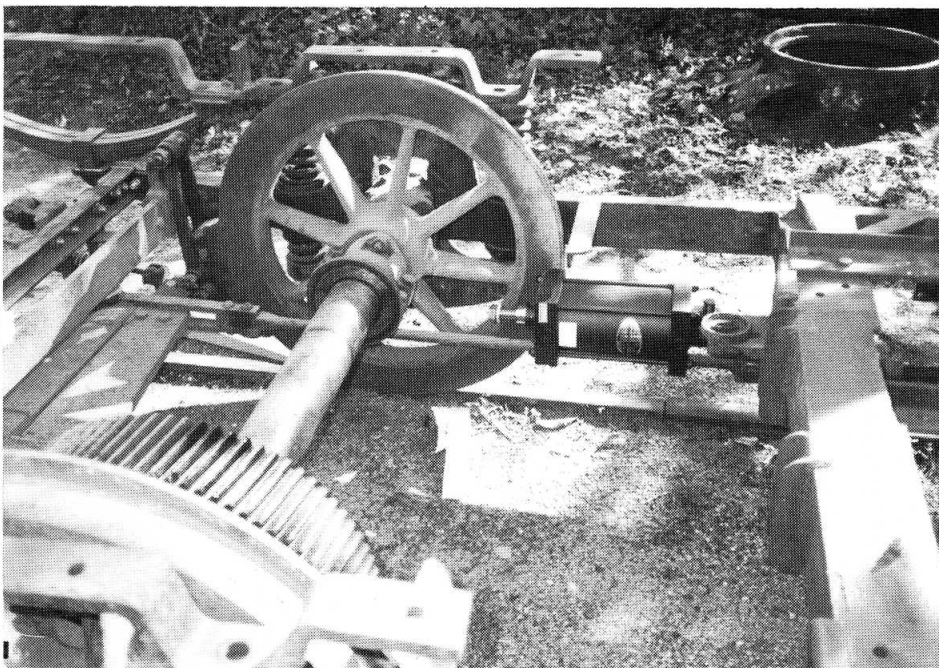
Not serviceable yet, but you've come a long way, baby! Car 78 on October 13, 1986.



Interior of Car 78, October 13, 1986. Rebuilt bulkhead, new roof ribs and straight roof lines show painstaking work of Bob Dumas' crew.



New air tank installed on 78 motor truck.



New air-brake cylinder temporarily installed center right on 78 motor truck. New push rod is fabricated to reach under and beyond axle, leaving space to reinstall traction motor. Bill Graham Photos.

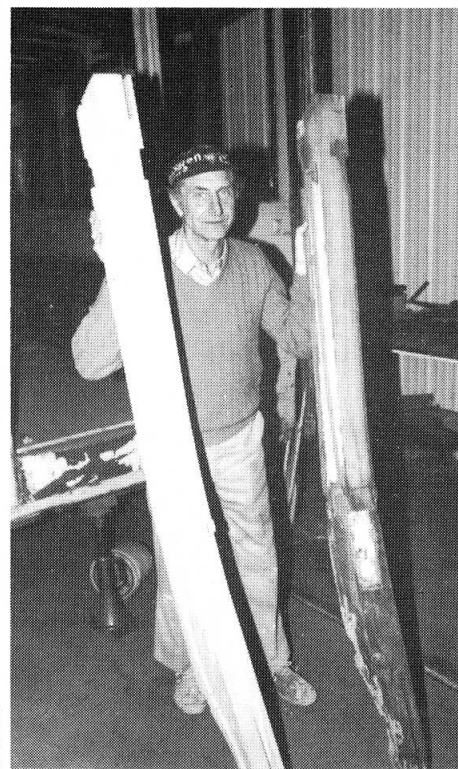
Car 78 Resurrection One Year Later

The Traction Division's current restoration project was rolled out into broad daylight for the camera on the first anniversary of her arrival at Lake Harriet. Far from ready for service and still missing her end platform enclosures, she looks a lot more like a streetcar than

the 'Wreck of Old 78' which members shoved into the barn during last winter's first snow storm.

At the end of October, the roof of the carbody was finished and ready for canvass and clerestory windows. Pedistals for both end platforms had been installed, and work was progressing on application of outer siding.

The siding project tested the metal of



Bob Dumas compares old corner post to new one he made for Car 78. Mike Buck Photo.

MTM's carpenters. One strip of paneling needed to curve slightly inward below the windows, while the bottom panel needed to curve sharply down just above the side sills. Both panels needed to withstand some impact and also to help rigidify the carbody.

Marine mahogany plywood was selected for the panels, only one-eighth inch thick in order to bend around the curves of the side ribs. Bob Dumas conceived and supervised the installation of the first course, using several pounds of sheet rock screws to form the sheets until the epoxy glue set up. These screws then were removed, and a second course was glued over the first, helping permanently to form the desired curve.

Installation of the third plywood course was begun, needed to build up the panels to the necessary thickness. Winter temperatures in the single digits arrived a month early, however, forcing the work to a stop. The glue requires sub-tropical temperature to cure properly, which the carbarn's infrared heaters had trouble holding overnight against the gales of November. Several members mentioned Florida, and one actually boarded a plane. Panels and painting will have to wait until the glacier recedes, hopefully by next Spring.

Under the first winter storm warning of the season on November 7, No 78 was rolled outside one more time to have wood preservative doused on her frame and side ribs. This would allow work on permanent flooring in the compartment. Back inside as the first flakes began to fall, the heaters were cranked up to dry the old wood reasonably well by the end of the second day.

Winter plans call for framing up the end platforms, installation of piping and wiring and completion of new woodwork and window sash. By next spring the car will have regained its original form. At least one more year will be needed for finishing, painting, mounting the car on its motor truck and testing.



Portland LRT Soars

The 15-mile **Banfield LRT** line from downtown Portland east to Gresham, OR, opened for revenue service on September 8, 1986 (*Minnegazette*, Sept/Oct 1986). Prior to opening, the regional transit agency **Tri-Met** had projected weekday rail ridership of 10,000-12,000, rising to 14,000-17,000 by the end of the first year of operation. The past two months proved how wrong consultants can be, and Portland is crowing about it.

At the end of October, an average of 21,200 Portlanders were boarding trains on weekdays, 100 percent more than expected. Weekend ridership has averaged 25,300 on Saturdays and 18,500 on Sundays. Public relations officer **Phil Colombo** says the weekend

figures reflect the choice of transit over the personal auto for downtown shopping and attendance at sport events. In October, 620,000 people rode the LRT.

Portland's LRT cars board an average of 185 riders per revenue hour, compared to hourly bus boardings of only 38 passengers. The LRT accounts for only 3.3 percent of Tri-Met's total service but carries 14.3 percent of its total passengers. The cars averaged 11,730 miles of operation between mechanical failures, compared to 3,105 miles for buses. So far, the LRT has not missed a single scheduled trip. It has eliminated six downtown bus lines and removed about 100 rush hour bus movements from downtown streets.

The initial 1,600 park-ride spaces are about full, and transit riders are using city streets and shopping center parking lots as overflow. Merchants in Gresham



Early model TCRT car tiptoes over special work being laid in Washington & Marquette Avenue intersection, Minneapolis, about 1910. View looks north along Washington to Hennepin Avenue and Great Northern underpass. Minnesota Historical Society Photo.



Years pass gently in East Troy, WI. GE diesel and ex-TCL streetcar wait at former TMER&L substation. Aaron Isaacs Photo

and downtown are pleased enough to offer free ride coupons to customers who spend \$15 in their stores. Tri-Met's October sales of monthly passes were up by 2,600 over 1985.

Tri-Met calculates its costs per vehicle mile at \$2.57 for buses and \$6.00 for LRT. Higher LRT utilization, however, yields costs per boarding rider of \$1.28 for buses versus \$0.63 for LRT. An average system-wide fare collection of \$0.53 indicates that LRT comes much closer that the buses to subsidy-free operation.

The greatest problem to date has been shortage of rolling stock. The evening rush sees 22 of the 26 Bombardier vehicles on the line, the remaining four being held for spares and normal servicing. Prior to opening, plans had called for operation of single-car trains during off-peak hours and two-car trains during the peaks. The length of city blocks in downtown Portland limits train length to two cars.

In practice, all trips have carried two

cars from early morning until the end of the evening rush. An experiment with single-car mid-day trains was quickly abandoned. The evening weekend schedule provides half hourly service until 12:30 a.m. and has had to be expanded since opening. Sunday service will be increased from 30 to 15 minute headways, and weeknight service will be extended from 10:30 until midnight.

Electric power consumption also has been a pleasant surprise. Car/mile consumption had been estimated at 9.7 kilowatt hours, but has proven to be only 6.8 kwh.

Beginning in the mid-1970's, a second LRT line had been planned extending 12 miles to the west of downtown along Sunset Highway. Preliminary engineering work on the line had begun but later was abandoned. LRT critics had urged delay of the second line until the Banfield service had proven itself. The **Portland Oregonian** published a stump-thumping editorial in early November. It said that Banfield's performance leaves no room for doubt about the

value of LRT, and that Tri-Met should get on with the second line without further delay. Barring delay, the second line could be completed as early as 1992.

Spooks Haunt Branford

Sometimes it is nice to be a guest at someone else's rail museum. One revels in the knowledge that he has no particular responsibility for it and simply can enjoy the work of others. Recently I stopped by the **Branford Trolley Museum** at East Haven, CT, on the off chance that someone might be there. It was Halloween night, well after the end of their operating season, and I really expected to find no one home. I'm glad I stopped.

There in the twilight at the end of a residential street was a band of small trick or treaters and their mothers boarding a **Connecticut Company** interurban car. The crew was handing out

suckers as wails emitted from the brick depot building. Branford member **Bill Riccitelli** told me it was the group's first annual Halloween night operation. It seemed like an inspired idea.

Once boarded, the car lights were turned off, and we ground off at a respectable clip along the tidal flats of Long Island Sound. The route follows about two miles of former interurban line along wooded bluffs punctuated by sharp curves that only a streetcar could love. On the return trip, I got off at the shops where several members were at work.

Cars from **New Orleans Public Service** and **Johnstown (PA) Traction** occupied the elevated tracks in the maintenance shop, stripped to their frames. It was the familiar scene of museum members stripping paint and inspecting the field coils of a traction motor.

I was guided through one of the six large storage buildings reserved for pre-1900 antiques. A flick of a switch illuminated a half dozen open and closed-side single truckers from Toronto, Providence, New York and Philadelphia, all in glistening perfection. Climbing aboard Connecticut business car No 500 was like a glimpse of Tom Lowry's rolling palace. Wicker lounge chairs, oriental carpets, ornate brass fixtures, a galley - it was all there and neat as a pin.

With MTM's Car 78 in mind, I was shown an 1899 LaCledde double truck car from Brooklyn, NY, that had been used to haul sand in its later years. The car was undergoing restoration, and much of the interior was either removed or missing altogether. Its woodwork was considerably more ornate than our 78, and the carbody was of a rather different design. My guide showed great interest in our Car 78 project, and pumped me for details.

By now it was dark and getting cold. I wandered back to the carstop to wait for transportation back to town. Anxiety welled up - what if no car comes? Maybe I should start walking down the track; it probably would be quicker. It took a moment to recognize the faint, familiar sound of wheels and worn gears far off in the distance but coming fast. Then another apprehension - what if he doesn't see me in the dark in time to stop.

I waived wildly as the headlight of a Montreal city car rounded the curve and stopped before me. The motorman put his hand over the farebox and offered me a sucker. The most important thing to remember about streetcars is that they always come. Junior hobgoblins

were having a grand time in the darkened car. A little bit of time-warp magic made it the best Halloween I can remember in a long time.

Bill Graham



Passenger Rail News

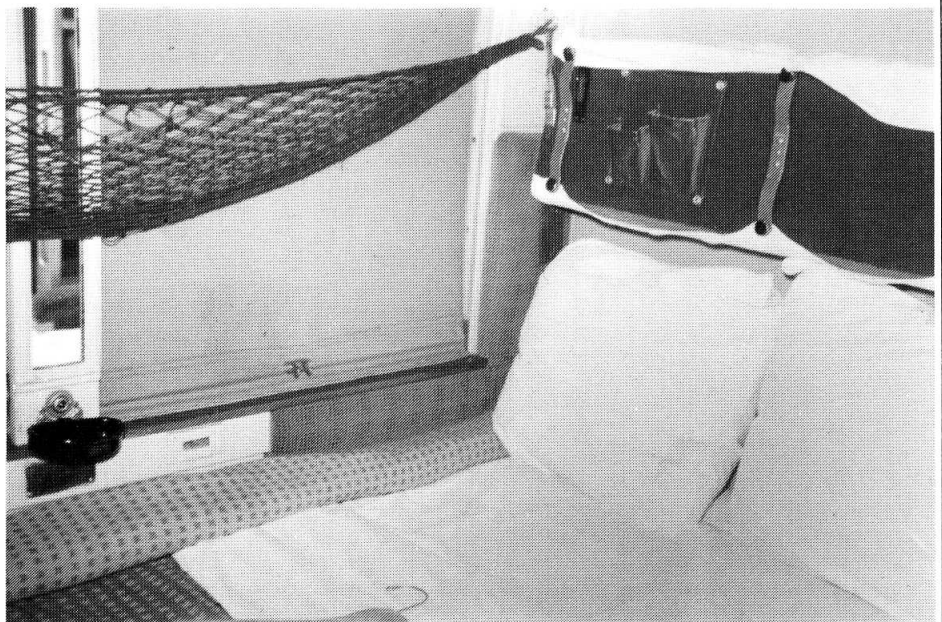
- James Otto

VIA Rail Needs New Cars

North American rail passenger service continues to walk a political tight



"Right this way to Bedroom A." Porter welcomes first class passengers to 1920-vintage Pullman sleeper at St Paul Union Depot late of an October evening in 1960. Green curtains conceal open section sleeping berths. Bedrooms were at far end of the car.



In same car, bedroom is made up ready for occupancy. Passengers soon will be rocked to sleep. Bill Graham Photos.



Elevator of Washburn Crosby Company (initials WCCO) overlooks Milwaukee Road coach yard about 1940. Location looks east along north side of Washington Avenue to the east of infamous viaduct. Minnesota Historical Society Photo Courtesy of Aaron Isaacs.

rope amidst controversy over operating subsidies and new capital funds in both the US and Canada.

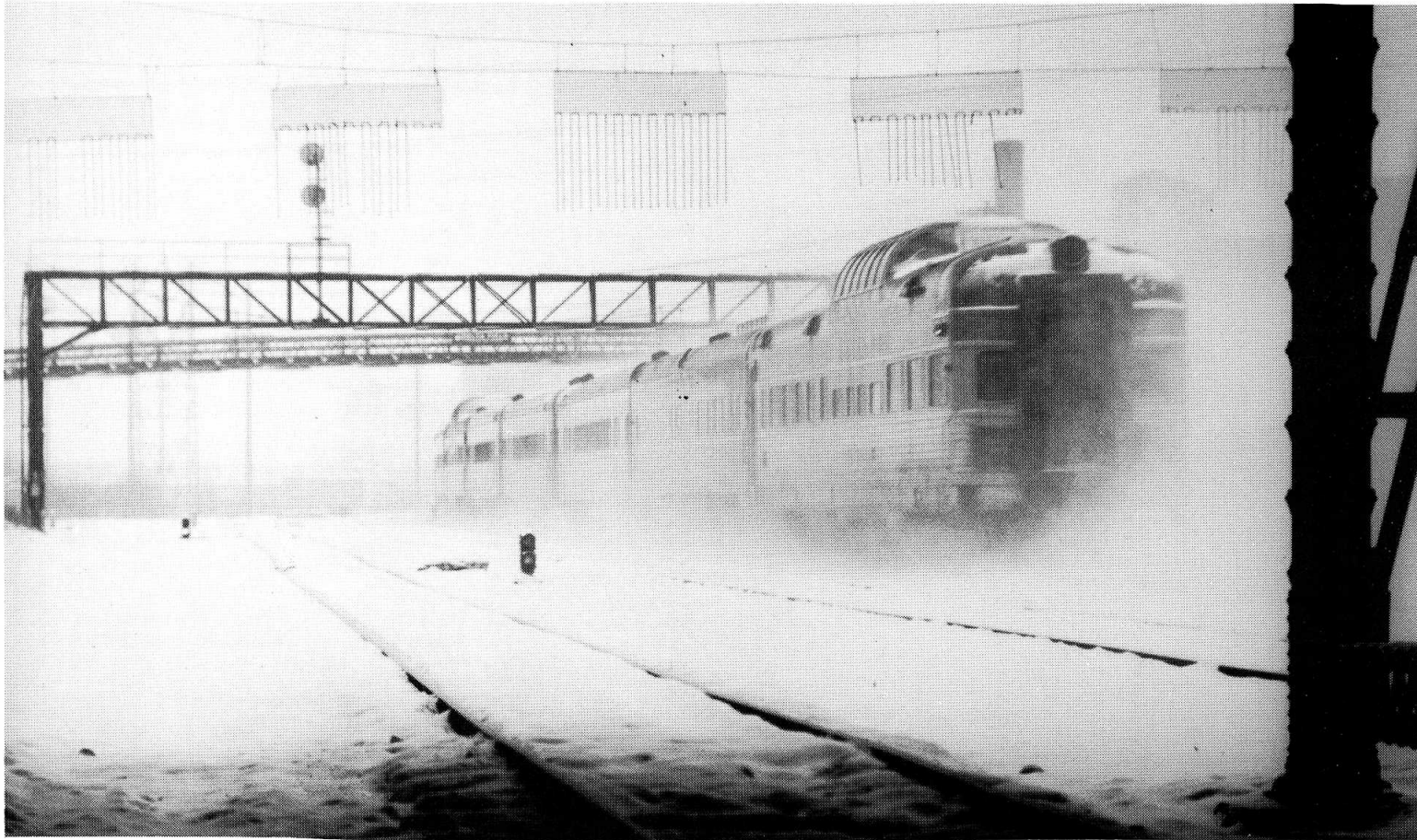
I recently attended a Board of Directors meeting of the **National Association of Railroad Passengers** (NARP) in Portland, OR, following an excellent trip through western Canada on **VIA Rail**, Canada's national passenger rail service. Rail passenger associations have sprung up there in every province and in most cities.

VIA Rail may be in more trouble than AMTRAK. Its operating ratio is about 25 percent compared to AMTRAK's which has risen to about 60 percent. These numbers indicate how much of each agency's budget is paid from earned revenues; the balances are paid from public subsidies. In Canada, revenue is about \$200 million in a total budget of \$800 million.

Despite a more friendly national administration in recent years, VIA Rail has not secured funding for new bi-level long-haul cars, or for conversion of its



In what would be an incredible trove of antiquities today, passenger cars fill Northern Pacific's Mississippi Street coach yard in St Paul in 1915. Guessing is that photo looks north toward Maryland Avenue where I-35E now lies. Minnesota Historical Society Photo Courtesy of Aaron Isaacs.



Late in 1971, Amtrak's "North Coast Hiawatha" kicks up snow eastbound through Dinkeytown, Minneapolis. Cars from CB&Q, NP and Milwaukee Road make up the consist. Joe Elliott Photo Courtesy of Aaron Isaac.



Burlington Northern directors' special heads west through vacant Cedar Lake Yard, Minneapolis, September 30, 1978. Rear car is fabulous "Mississippi River," built along "Zephyr" lines to carry presidents of BN predecessor Chicago, Burlington & Quincy. Steve Glischinki Photo.



Chicago & North Western finally has a "400 To Everywhere." After completing a transcontinental circuit August 1-8, 13-car directors' special heads south near Dundas, MN, over ex-Rock Island Spine Line, October 15, 1986. Bob Ball Photo.

old steam heated rolling stock to head end electric power. Neither has VIA Rail yet managed to control the costs charged by host carriers Canadian National and Canadian Pacific Railways. By contrast, AMTRAK has made considerable progress in these areas since the mid-1970's, contributing to its stronger financial performance.

AMTRAK Struggles To Keep Funding, Routes

The Reagan Administration is expected to push again in 1987 to reduce or eliminate AMTRAK funding. Earlier cuts hampered maintenance of locomotives and on time performance. Slightly fewer passengers rode AMTRAK in Fiscal Year 1986, but they tended to take longer trips. Revenues and passenger miles of service were up, but total ridership was off slightly.

As merger consolidations continue to

shrink the nation's rail network, AMTRAK faces the loss of some mainline routes to abandonments. One of the New York to Florida trains has been re-routed through the Carolinas for this reason.

Until new capital funding materializes, AMTRAK is considering conversion of some Superliner coach and baggage cars to economy class bedroom configuration as passengers show growing preference for sleeping space. Planning is underway for new prototype single-level cars, pending funds, to replace the old "Heritage" cars that are estimated to have about four more years of useful service life. Virtually all AMTRAK routes east of Chicago, being the oldest parts of the American rail network, require single-level cars due to low ceiling clearances through tunnels and girder bridges. The tri-weekly **Cardinal** between Chicago and Washington-New York via Cincinnati and the Virginias is the only exception.

Observations

- Steve Glischinski

Few may realize it now, but first generation diesels are making their last stand in the Twin Cities. Locomotives built in the 1950's and early 1960's are turning their last miles before retirement and eventual scrapping. **Burlington Northern** largely has purged its diesel fleet of older models, but **Soo** and **Chicago & North Western** both use GP7's and GP9's on Twin Cities transfer runs.

The Soo in particular harbors a virtual diesel museum, including all seven of its original GP7's and a host of GP9's, several from the old **Wisconsin Central** 2550 passenger series. These "geeps" still have "torpedo tubes" from steam boiler days on their roofs. Most of the GP7's and 9's have yet to be renumbered into Soo's post-Milwaukee merger numbering system, and instead bear numbers from predecessors **Minneapolis, St**

Paul & Sault Ste Marie and Wisconsin Central.

Working in tandem with these older units are Soo's GP30's, a unit which has developed a cult following now that most railroads are eliminating them. Build in the early 1960's as part of "New Soo's" first large post merger order, the GP30's ride on trucks from Alco FA's which were traded to Electro-Motive. The frugal Soo may have saved money on new trucks at the time, but has since come to dislike the old Alco wheels. Originally numbering 22 units, GP30 ranks have slowly been thinned by wrecks and retirements with the remaining units rotating in and out of storage.

These old diesels work several jobs in the Twin Cities, often in solid sets. One of the best runs to catch with old power is the Humboldt Transfer, operating between Soo's Humboldt Yard in north Minneapolis and Pig's Eye Yard in St Paul. Scenic highlight of the trip is the crossing of the Mississippi River on the Camden Place bridge. C&NW trains now use this bridge as well en route from East Minneapolis Yard to interchange with the Soo at Humboldt.

Farther south, the Southtown Transfer works out of the ex-Milwaukee South Minneapolis Yard to St Paul, crossing the Mississippi on the Short Line Bridge that once carried "Hiawatha's," "Rockets," and ironically Soo's own passenger trains to and from the Milwaukee Depot in downtown Minneapolis. Some of the same power which once pulled Soo heavy-weight passenger trains now lugs freight over the same Milwaukee trackage, proving again that the more things change, the more they stay the same.

These trains sometimes include Milwaukee GP20's, MP15's or GP40's in their consists, making for colorful lash-ups although the Milwaukee units' paint is beginning to fade badly. Rumors abound that the older power may soon be transferred to the **Lake States Transportation Company** in Wisconsin and Michigan, and of course retirement is only a matter of time. Don't delay if you want to witness these rare diesels in operation.

In other news, C&NW's F units came to the Twin Cities on October 15, but not on the usual short inspection train. The North Western's Board of Directors each year takes a rail trip, this year to Kansas City via the ex-Rock Island "spine line." The eleven-car special left Chicago the evening of the 14th, carrying the ex-Milwaukee Superdome car



Milwaukee Road SD40 with "Hiawatha" Indian on nose heads for Duluth through Swede Hollow near Hamm's Brewery, St Paul, 1984.



Burlington Northern local freight heads south on Skalley near White Bear Lake. Bob Ball Photo.

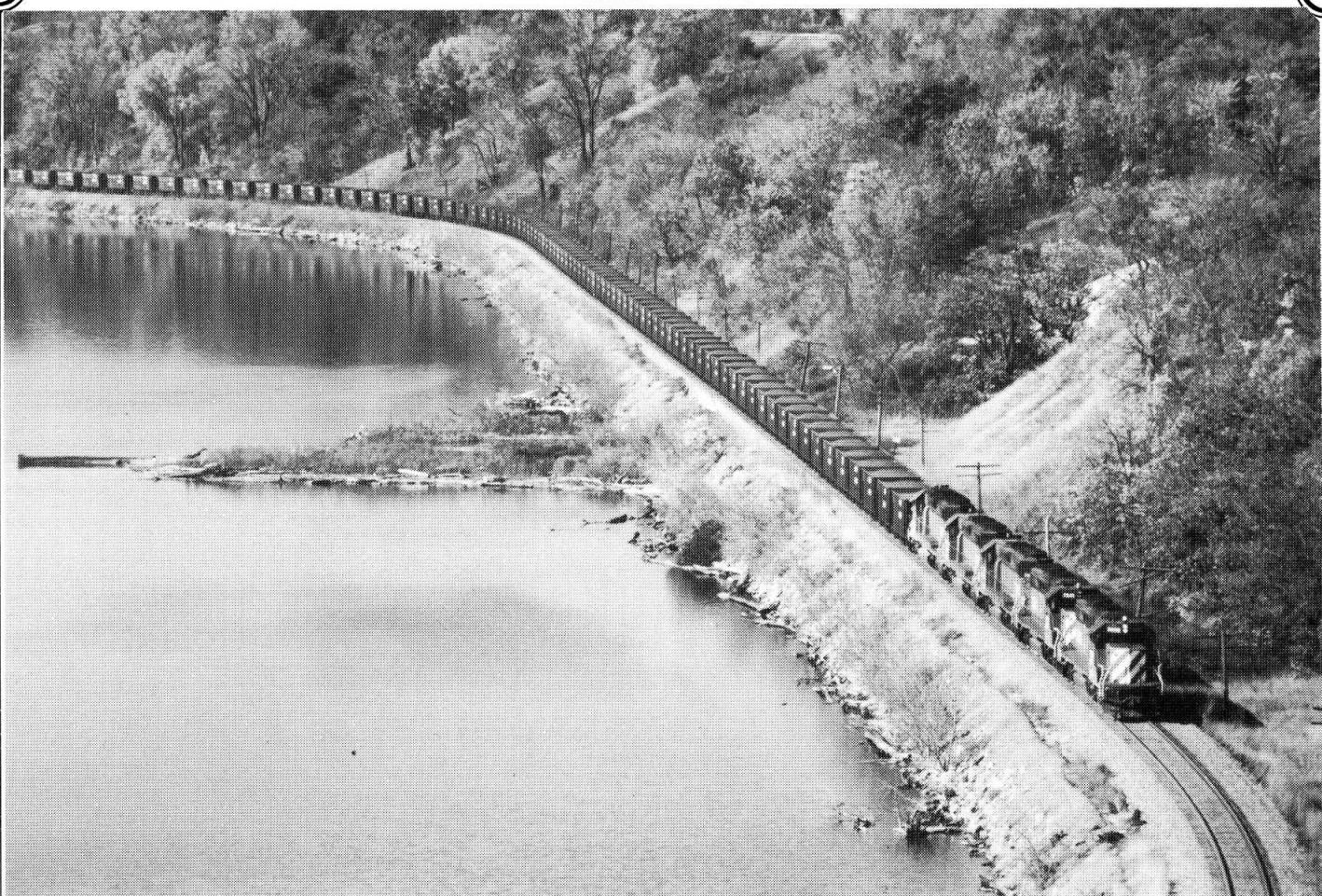
"Powder River" behind a matched A-B-B-A set of F7's. The train arrived at East St Paul at 4:30 a.m. on the 15th where it was serviced and then moved to South St Paul for a 7:20 a.m. departure down the spine line. It reached speeds up to 70 mph between Albert Lea and Mason City, arriving there at 10:15 a.m., exactly on time, and in Kansas City later that day.

The spine line is one route that has kept pace with the times. Following liquidation of the **Rock Island** in 1980, the **Milwaukee Road** improved its jointly-operated section from Rosemount to Co-

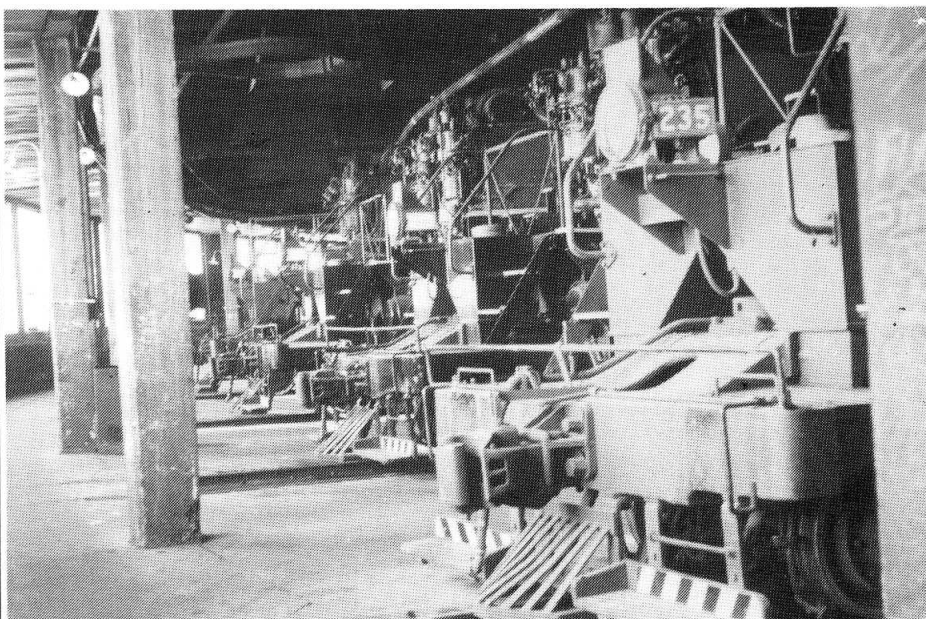
mus Junction using state and federal funding. North Western acquired the route over stiff competition from the Soo Line and gave it top priority as a high-speed, high-capacity freight route. Extensive rehabilitation this year built on the earlier work and included train loads of new ties, "pink lady" granite ballast, ditching and ribbon rail.

Short Items

Dakota Rail has repainted its two ex-Milwaukee SW1200's in the short line's blue and orange paint scheme. One of the SW's pulled MTM excursion specials



Burlington Northern coal train heads south along Mississippi River approaching St Croix Tower near Hastings, MN. Freight trains also make for nice photography. Bob Ball Photo.

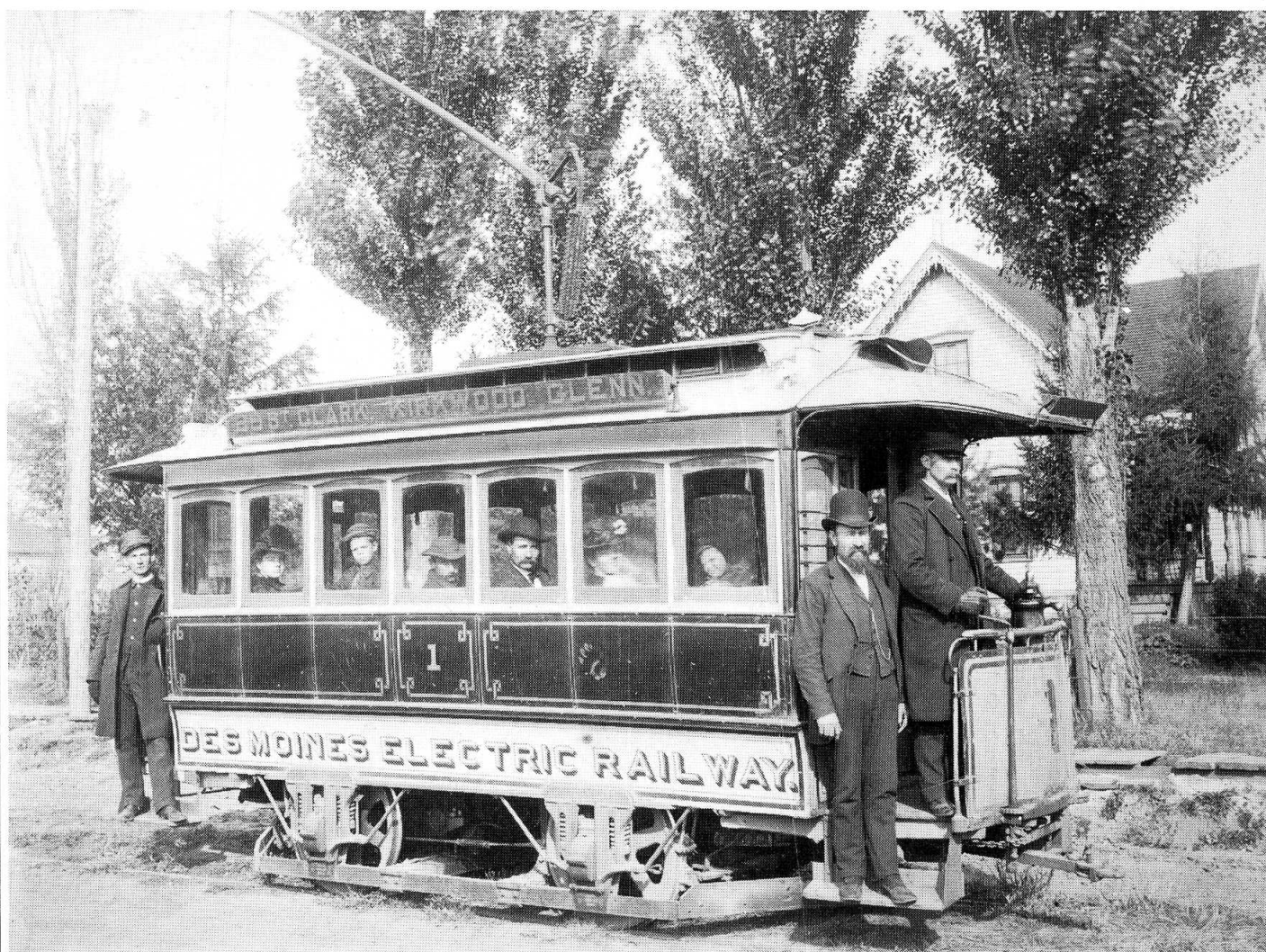


Steam was dead on the Duluth, Missabe & Iron Range in September, 1962. Ranks of Yellowstone mallets slumbered in Proctor Roundhouse, clean, serviced and waiting for calls that would not come. Bill Graham Photo.

in Hutchinson the weekend of October 18. While Dakota's two F7's work the **Minnetonka Zephyr**, one unit is occasionally used during daylight hours for work trains . . . **John Larkin's Escanaba & Lake Superior Railroad** has leased three DM&IR SD9's after E&LS found **Green Bay & Western's** Alco's in increasingly poor mechanical condition . . . **Soo Line** has an agreement to store several ex-Kansas City Southern SD40's and to lease them for service when needed. Some Western Pacific GP40's may soon join them . . . **Dakota, Minnesota & Eastern** has leased four ex-Milwaukee Road SDL39's from the Soo.

About The Rear Cover

"Everyone be still and don't smile!" For reasons unknown, picture taking in the 1890's almost always was a solemn occasion. Iowans pose for posterity as **Des Moines Electric Car No 1** shows off her amazing paint job. If only the glass plate had captured the colors. **Clifford A Johnson Collection** Courtesy of **Russell L Olson**.



MTM Membership Application

The all-volunteer nonprofit Minnesota Transportation Museum was formed in 1962 for the purpose of finding, restoring and operating vintage rail equipment for the education and the enjoyment of the public as a reminder of days gone by. If you like what you see in this magazine, how about becoming a member and helping us? It is a rich experience filled with fun and tradition. Join us today!

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- ☐ I do not wish to join MTM, but would like to contribute to the restoration (tax deductible).

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P.O. Box 1300, Hopkins, MN 55343



MINNESOTA STREETCAR MUSEUM

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August 2021

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